another compressor B. The present invention utilizes the turbo compressor alone to directly provide compressed air to the inflation system. One of the goals of the present invention is to eliminate the need for a dedicated compressor by utilizing an existing system already employed on the vehicle, i.e. the turbocharger, to provide air to the inflation system (see paragraph 0007). While the present application does disclose a device 42 merely for backup to the turbo compressor, it is contemplated that under most circumstances this device is superfluous because the turbo compressor alone is adequate to provide air to the inflation system (see paragraph 0025). Thus it is submitted that even if Hicks et al. is combined with Sabelstrom et al. the present invention is not obvious because the compressed air source of Sabelstrom et al. is completely different than that contemplated by the present invention. Accordingly, it is believed that Claims 1, 2 and 8-10 are not obvious and should be allowed.

The Examiner has also rejected Claim 3 under 35 USC §103(a) as being unpatentable over Sabelstrom et al. in view of Hicks et al. as applied to Claim 1 above and further in view of US Patent No. 5,386,698 to Kamel. Specifically, the Examiner states that:

> *Kamel teaches the well known practice of providing a waste gate valve 30 in a charge air channel. See column 4, lines 10-19. From the teachings of Kamel, providing a waste gate valve in the charge air channel of Sabelstrom et al. would have been obvious to one of ordinary skill in the art at the time the invention was made. This would help control the exhaust gas flow through the turbocharger.*

In fact Kamel does not teach providing a waste gate in a charge air channel. In Kamel the charge air channel 22 is between the turbo compressor 14 and the engine intake 40. Kamel teaches the conventional use of a waste gate 30 in the exhaust line 48 between the engine exhaust 42 and the turbine 16 so that excess exhaust gases can bypass the turbine. See column 4 lines 10-19. While it is true that conventional waste gates are utilized to control exhaust gas flow through the turbocharger as stated by the Examiner, this motivation would not apply to the use of the waste gate in the present invention because the waste gate of the present invention is not in the exhaust line, it is in the charge air line. Thus the waste gate of the present invention cannot serve to control exhaust gas flow through the

turbocharger. In view of the foregoing and the discussion of the inapplicability of the Sabelstrom et al. reference above, it is submitted that Claim 3 is not obvious and should be allowed.

It is respectfully submitted that the claims of the present application are now in condition for allowance, and such allowance is respectfully requested.

Should the Examiner believe that a telephonic conference would be useful in furthering the present application toward allowance, the undersigned attorney would welcome such a call.

Any fees or charges due as a result of filing of the present paper may be charged against Deposit Account 04-0525. Two duplicates of this page are enclosed.

Respectfully,

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Deere & Company
Jaime Dewkirk 3 October 2003
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